

The China Mail.

Established February, 1845.

HONGKONG, MONDAY, DECEMBER 8, 1884.

日一月十日申中

PRICE, \$2 PER MONTH.

VOL. XL. NO. 6669.

英一千八百八十八年八月八日

HONGKONG, MONDAY, DECEMBER 8, 1884.

日一月十日申中

Shipping.

Steamers.

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s

Steamship

King

will have for the above

place on WEDNESDAY, 10th December,

at 3 p.m.

A. MOYER,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, December 2, 1884. 2022

FOR HAVRE AND HAMBURG,

VIA SUEZ CANAL.

The Steamship

Hegesia,

Captain Wagner, will be

despatched for the above

Ports on or about the 10th Proximate.

For Freight or Passage, apply to

SIEMSEN & Co.,

Agents.

Hongkong, November 6, 1884. 1878

UNION LINE.

FOR HAVRE AND HAMBURG,

VIA SUEZ CANAL.

The Steamship

Cecropia,

Captain Fraen, will be

despatched for the above

Ports on SATURDAY, the 13th Instant,

at 5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,

Agents.

Hongkong, December 4, 1884. 2036

FOR LONDON VIA SUEZ CANAL.

The Steamship

Glenagles,

Captain Gibson, will be

despatched as above on

or about the 13th Instant.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co.,

Agents.

Hongkong, December 2, 1884. 2021

FOR LONDON VIA SUEZ CANAL.

The Steamship

Buckler,

Capt. A. W. S. Trussony,

will be despatched for the above

Port on or about the 18th Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, December 5, 1884. 2041

UNION LINE.

FOR YOKOHAMA AND HIOGO.

The Steamship

Cambodia,

Capt. Willingdon, due on

or about the 5th Decem-

ber next, will have immediate despatch for the above Ports.

For Freight or Passage, apply to

RUSSELL & Co.,

Agents.

Hongkong, November 29, 1884. 2010

Sailing Vessels.

FOR HONOLULU.

The American Barque

Cayenne,

Banquo, Master, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, November 4, 1884. 1863

FOR NEW YORK.

The S/S L.I.L. American Ship

Talley, Master, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, October 25, 1884. 1805

FOR SAN FRANCISCO.

The S/S L.I.L. British Ship

Honolulu,

Master, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, October 27, 1884. 1806

FOR VICTORIA, BRITISH COLUMBIA.

The 3/3 L.I.L. British Barque

Nanaimo,

Don, Master, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, November 26, 1884. 1802

NOTICES TO CONSIGNERS.

SHIRE LINE OF STEAMERS.

FROM HAMBURG, MIDDLESEX,

LONDON AND SINGAPORE.

THE S. S. Condignative, Captain

Commander, having arrived from the

above Ports, Consignees are hereby

informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Underwriters, at Wan-

chau, No. 3, behind the premises known as

'Blue Buildings,' whence and/or from the

Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on un-

less notice to the contrary to be given before

2 p.m. To-DAY.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining after the 12th instant will be

subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & CO.

Agents.

Hongkong, December 5, 1884. 2048

For Sale.

LANE, CRAWFORD & Co.
ARE NOW SHewing THEIR
New Christmas Toys.

THIS Year's PARCEL contains ELECTRICAL and MECHANICAL TOYS, also a Splendid Assortment of NOVELTIES.

A 'MASCOTTE'

MECHANICAL CLOWN AND MY...	YANKEE DOLLS.
CIRCUS RIDER.	MODEL BONNET "
ENGINEER.	Mr. and Pa "
RAKE GAMES.	STEPPING "
SMOKING MAN.	DOLLS' TEAHOUSE AND DESK.
DANCING FIGURES.	DOLL AND BATH, SKIPPING ROPE.
CHICKEN.	WIND UP TOPS AND BALLS.
SPAKING DOLLS.	THE GAME OF CROQUET.
MAN AND PIG.	THE PILGRIM BOX.
GUINEA PIG.	PARKING GAME.
JOCKEY AND HORSE.	ELECTRIC BOATS AND STEAM ENGINES.
MONKEY AND DOG.	SHOOTING AND RAKE GAMES.
COOK FIGHT.	THEATRE TAPIO, FORTRESS.
ORGAN GRINDERS.	WORLD AND PICTURE PUZZLES.
CHINAMAN.	DRAWING SCHOOL, SWORDS.
MAGNETIC GUN.	FIREMEN AND SOLDIERS OUTFIT.
GUN BOAT.	SWIMMING BATHE.
DUMBO'S SHOW.	WOOD RATTLES AND BALLS.
MUSICAL MONKEY.	INDIA-RUBBER FIGURES.
TOP.	ROCKING AND POLE HORSES.
CORNTHWAITE.	LEAD SOLDIERS, PONTOONS.
NUDE.	WHEELBARROWS, HORSES,
PLATES.	CARPENTERS' TOOLS.
DECANTERS.	NOAH'S ARK AND ANIMALS.
ENGINEER.	TELESCOPE BLOCKS.
SPRINGTIME SNACKS.	
CHEESE BATTLE.	
TOP AXILLARY.	
GIG.	
SUNDAY TOYE.	
THE MYSTERIOUS CABINET.	
FRENCH AND ENGLISH DOLLS.	
DRESSED.	
JOINTED.	
SURPRISE.	

Also,
A FIVE-ROOMED DOLLS' HOUSE,
AND
A LARGE FATHER CHRISTMAS.

NEW COSAQUES & CRACKERS.

Hongkong, November 22, 1884. 1886

JUST LANDED, IN SPLENDID CONDITION,

ANOTHER CONSIGNMENT OF

OVERSTRUNG TRICHORD COTTAGE

PIANOS,

BY ROSENKRANZ.

COMPLETE IRON FRAME AND TUNING PLATE,
Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, from \$230 to \$350.

On Hire, per month, from \$15 to \$20.

Special attention is called to the fact that after having

hired a Piano for 14 months, it will become without

further payment the property of the hirer.

INSPECTION SOLICITED.

THE CHINA MAIL.

No. 1069.—December 8, 1884.

For Sale.

MEEUWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(Opposite the Comptoir),
ARE NOW
LANDING FROM AMERICA.

TOPCAN BUTTER.
Eastern and California CHEESE.
CODEISH Boudins.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb. cans.
Beau Ideal SALMON in 5 lb. cans.
Cutting's Desert FRUITS in 2 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robbin's Celebrated Potted
MEATS.

Lunch HAM.
Lamb's TONGUES.
Olam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
BUCCOTASH.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HONEY.
HONEY.

FAIRBANKS' SCALES.

DEVOE'S NONPAREIL KEROSENE OIL.

K A I S A R - I - H I N D'
CIGARETTES.
in crystallized Boxes of 100 at \$6.50
per millie.

SPORTING AND RIFLE GUNPOWDER
in 1-lb. Tins.

AGATE IRON WARE.
INSERTION RUBBER.
TOOK'S PATENT PACKING.

HOLMES' DISTRESS SIGNALS.
HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

PAINTS and OILS.
TALLOW and TAR.

PITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:
ALMONDS and RAISINS.
FERNER PLUMS.
TEYSSONNER'S DESSERT FRUITS.
JORDAN ALMONDS.

Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Skinned HERRINGS.
Herrings & 14 SARDINES.

CAVIAR.
COCOATINA.
VAN HOVEN'S COCOA.
EPIC COCOA.

COOKING STOVES.

PARLOUR STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU TOUJOU, plats & quarts.
TEAS, GRAYES,
BREAKFAST CLARET.

SHERRIES & PORT—
SAUCON'S MANZANILLA & AMON-
TILLADO.
SAUCON'S OLD INVALID PORT
(1848).
HURST'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3-star HENNESSY'S BRANDY.
COUVILLE'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LI'L WHISKY.
ROYAL GLENDEE WHISKY.
BOARD'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOELLA PLAT & CO.'S VERMOUTH.
JAMESON'S WHISKY.
MARSALA.

EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
OURACAO.
ANGOSTURA BOMBAY and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE; bottled by CANNON and
SUNDERLAND, prints and quarts.
GUINNESS'S STOUT; bottled by E. &
J. BURKE, prints and quarts.
DRAUGHT ALE and PORTER; by the
Gallon.

ALE and PORTER, in hogheads.

SPECIALLY SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in
5 catty Boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

**MILNER'S PATENT FIREPROOF
SAFES, CASH and PAPER
BOXES,** at Manufacturer's Prices.

Hongkong, November 22, 1884.

To-day's Advertisements.

To-day's Advertisements.

To-day's Advertisements.

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.
No. 23.

SOUTH DUTCH FOLLY BEACON.

WHILE the above BEACON is being
REBUILT, a Sampan will be kept
near the site showing a Green Light at
night, and a Red Flag during the day.

C. H. PALMER,
Harbour Master.

Approved :
F. E. WOODRUFF,
Commissioner of Customs.

Custom House,
Canton, 8th December, 1884. — 2052

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction,

TO-MORROW,

TUESDAY, the 9th December, at 3 p.m.,
at his Sales Room, Queen's Road,

AN INVOICE OF

CAMELLIA PLANTS.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, December 8, 1884. — 2061

**THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.**

FOR MANILA (DIRECT).

The Co.'s Steamship
Empress of
China, Captain TAYLOR, will be
despatched for the above
Port TO-MORROW, the 9th Instant, at
5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, December 8, 1884. — 2040

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Douglas, Capt. S. ASHTON, will be
despatched for the above
Ports on WEDNESDAY, the 10th Inst., at
Daylight, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, December 8, 1884. — 2053

NOTICE.

I HAVE Admitted Mr. NOORMA-
HOMED JAIRAZBHOO PEER-
BHOY as a PARTNER in my Firma,
carried on at BOMBAY, HONGKONG and
SHANGHAI, in my own Name, from Kartik
Sect 1st Swayam Year 1941 (10th October,
1884), and the said Firms will henceforth be
designated and carried on under the Style of
"JAIRAZBHOO PEERBHOY & Co".

For Freight or Passage, apply to
JAIRAZBHOO PEERBHOY & Co.

Hongkong, December 8, 1884. — 2040

NOTICE.

Taking Cargo & Passengers at through routes
for NINGPO, CHEFOO, TIENTSIN,
NEWCHUANG, HANKOW and
Ports on the YANGTZE.

The Steamship
Empress of
China, Capt. S. ASHTON, will be
despatched for the above
Port on THURSDAY, the 11th Instant, at
4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, December 8, 1884. — 2050

**INDO-CHINA STEAM. NAVIGATION
COMPANY, LIMITED.**

**FROM CALCUTTA, PENANG AND
SINGAPORE.**

OCEAN STEAMSHIP COMPANY:
FOR LONDON VIA SUMZ CANAL.

The Co.'s Steamship
Cyclops (e), Captain JAGO, will be
despatched as above on
SATURDAY, the 13th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWINE,

Hongkong, December 8, 1884. — 2056

Vessels Advertised as Loading.

Destinations.

Vessels.

Captain.

Agents.

Date of Leaving.

Dec'd.

Mon.

Tue.

Wed.

Thur.

Fri.

Sat.

Sun.

Mon.

Tue.

Wed.

Thur.

Fri.

</

that an audience they would be fully represented by French ships.

It is satisfactory to observe that telegrams from the Government here had unfeignedly exhibited the safety of the Standard's telegram, and it is also satisfactory to know that the insidious and unscrupulous correspondent of that paper here has overreached himself in this affair; and that the Standard is not likely to accept more of his contributions.

The *Fusiliers* and the *Haddington* have finished running north this season, and are now to be laid up at Shanghai.

The Italian corvette *Cristoforo Colombo* crossed the Bay and went up to Shanghai on the 2nd December.

The telegraph line between Newchwang and Pei-tchou is not completed, and Mr. MacLean, who was superintending its construction, has returned to Shanghai.

A TELEGRAM was received in Shanghai on the 2nd inst., from Tientsin stating that the Pekin river is closed, and that the Kowloon cargo was being landed at Taku.

It is noticed in Saturday's Government Gazette that Mr. Thomas Kirkman, Asst. Assistant Master in the Government Central School, reported his arrival in the Colony on the 1st inst.

The return of the Collector of Stamp Revenue for the month of November shows that \$11,825.03 was collected as compared with \$13,983.45 in the same month last year, a net decrease of \$2,158.42.

Korea is reported, at least in some provinces, to be threatened by famine, and the Government have, in consequence, remitted the land-tax. On the other hand the crops in the north of China are said to be very good.

The Sydney papers state that the following equities have been definitely arranged : Clifford v. Hanlan, February 7; Clifford v. Beach, February 24; Banian v. Beach, March 26; Clifford v. Hanlan, if Clifford's peace-victories in first match April 13.

This Japanese Government have, according to the *Yamato* papers, remitted the indemnity of \$400,000, which was still payable by Korea, in consequence of the attack on the Japanese Legation at Seoul.

Sometime having gone wrong with the propeller of H.M.S. *Abrolhos* at Ningpo, a diver from H.M.S. *Cleopatra* was sent from Shanghai to ascertain what was the matter with it. He returned to Shanghai on Dec. 2nd.—N.C.D. News.

A TELEGRAM from the Times, dated Philadelphia, Oct. 3, says that the steamer, *San Pedro* and *San Pedro*, of 3,000 tons each, recently built in Philadelphia for the Central Pacific Railway and sent to the Pacific coast, have been sold to the Chinese Government for \$1,500,000, and will be converted into war-ships.

A TELEGRAM from the Times, dated Philadelphia, Oct. 3, says that the steamer, *San Pedro* and *San Pedro*, of 3,000 tons each, recently built in Philadelphia for the Central Pacific Railway and sent to the Pacific coast, have been sold to the Chinese Government for \$1,500,000, and will be converted into war-ships.

We have received advices from the north saying that *O. G. News* of Dec. 3rd, confirming the more favourable news published by us in our issue of the 20th ult. There is reason to hope that the full situation will be explained, and the present negotiations allowed to proceed unhindered, the good offices of the English Government will not be unfruitful of results.—This statement appears in our northern contemporary subsequently to the receipt of the valuable telegrams from London.—E. C. M.

The *Wendover* appears to have considerably ill luck this time. On the voyage up the river ashore before reaching Shanghai.

At Taku she was in collision with a Chinese torpedo boat, and sustained considerable damage. These torpedo boats are formidable vessels, and similar to the French boats employed in the Min. The *Wendover* also went ashore in the Peho, her stern and propeller being cleared out of the water. She was discharging at Taku when the *Haddington* left.—W. D. News.

The Russian 1000-ton frigate *Mir* arrived at Nagasaki from Weihaiwei on the 22nd ult., and Admiral Crown has transferred his flag to her. At noon on the 27th, the corvette *Medea* followed the *Wendover* homeward bound. Previous to leaving, she steamed round the head of the harbour, and in passing the various men-of-war the yards were manned and the guns saluted, cheered, the head of the U.S.A. President going in with his appropriate salutes.

Her crew were well received.

The following from *Tung-tao* is probably an exaggeration :—A new steam-powered vessel in official service, that the Manchurian double-decker armoured transport, is to all intents and purposes utterly useless. The ruggedness can only be appreciated, and the pleasing result is that it is practically impossible to shoot holes through her hull, and when she has been hit she is liable to prove extremely difficult to repair.

In all probability, she will be put into a single decker at a cost of \$1,000,000, or thereabouts.

At the end of last month a telegram was published here stating that a letter had been received at Peking from General Gordon dated the 14th November, and that the Government did not intend to accept his death.

Yesterday's publications therefore bring the telegram referring to his letter.

On the 15th November a letter had been received from General Gordon, dated the 1st, stating that he intended to leave Kharoum. His letter confirms that death of Col. Stewart and party, and general.

The first part of the testimonial of Dr. G. C. Colley, 18th November, states that he is engaged to bear the expenses of his separate funeral, after his death, and to pay his debts, and to leave his estate in his widow's hands, and to have his funeral expenses paid by the Government.

The second part of the testimonial of Dr. G. C. Colley, 18th November, states that he is engaged to bear the expenses of his separate funeral, after his death, and to pay his debts, and to leave his estate in his widow's hands, and to have his funeral expenses paid by the Government.

It is to be hoped, says the *Japan Herald*, that the M.M. steamers are not going to make Keeling a regular port of call, or considerable inconvenience will be caused here. To stop there to leave a mail is one thing, but to wait only take a few minutes, but if cargo and stores are to be transferred in ship's boats, and a delay must occur, and may indefinitely prolong. On the other occasion the steamer had taken at least two days extra on the voyage from Hongkong than she would otherwise have done, in consequence, it is said, of having called at the Formosan port.

This *Shanghai Mercury* has the following :—The twenty-five German emigrants who have lately arrived to strengthen China in her resistance to France demands were engaged by Li Fung-pao at Peking, who had made the Chinese negotiation a kind of *Werther Bureau* (Recruiting Bureau). One who was formerly captain of a steamer now goes under the name of Wang Li-tsiang, or Great Wall (the ten thousand li wall), he is the Admiral, his flight is the *Chiao-pung*. Another is Mr. Lin Pak, or Mr. Six Gunns. We fancy this kind of emigration will be ignored by Prince Emaneck.

The *Kao Sien-ho* (Court of Appeal) has given judgment in the appeal by Messrs. Simon, Evans & Co., Yokohama, against a decision of the lower Court. The appellants contracted with Mr. Onuma Kitaro, Iwashi-cho, Tokyo, with the object of purchasing from him 100,000 Snider cartridges, which they intended to sell to a firm in Shanghai. Mr. Onuma applied to the metropolitan police authorities for necessary licenses, but was refused, and had therefore to cancel the bargain. The appellants then sued him for \$677.88, being anticipated profit on the transaction, along with a compensation of \$500 which they had been obliged to pay to their Shanghai correspondents. In the Court of First Instance the case went against the appellants, and they appealed to the *Kao Sien-ho*, where, however, they have again been defeated. The latter Court, in giving judgment, says that the appellants had given rise to suspicion that they had some other object in view, the object being to attempt to land troops on the island of Formosa. From information we have received, we learn that the *Waverley* had on board some seven hundred soldiers who were being despatched to reinforce Liu Ming-chuan, who, according to all accounts, had been nearly killed, pushed for men and money. The soldiers were in charge of a mandarin. The vessel slaved the vigilance of the French, and appears to have made for a spot on the East coast. She was very fortunate in this, for a French cruiser had been sent to search, and a couple of hours later the *Waverley* put in for assistance. It was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The *Waverley* remained under steam for twenty-seven hours and left at midnight for Amoy. Only about five hundred soldiers were landed, and during the night, when the *Waverley* put in for assistance, it was late at night, probably about 10 o'clock, when she got in, and if it had not been for the mandarin in charge of the soldiers it is certain she would have fully executed her errand. The vessel was unable to go close to the shore and discharge the soldiers in her own boats, so outside aid had to be brought into requisition. For this purpose fishing junks had to be engaged, but the mandarin haggled over the price to be paid for each trip, so that much valuable time was lost. The <i

THE CHINA MAIL.

[No. 6669] December 8, 1884.

NEWS BY THE ENGLISH MAIL.

The P. & O. steamer *Sudley*, arrived here yesterday with London mails up to the 31st October.

It is stated that although Captain Lang, R.N., who has been acting as organiser of the Chinese Navy, has relinquished that position, his retirement will be only of a temporary character, the Chinese Government being desirous of retaining his services after the conclusion of the present operations between that country and France.

The following Admiralty appointments are gazetted:—Lieut. John G. Rutherford *Crawford*; Lieut. William J. Grogan to *Audacious*; additional: Sub-Lieutenant Edward H. Sankey to *Audacious*; Chief Engineer Edward D. Vine to *Kingfisher*; Paymaster Clement P. Penny to *Kingfisher*.

With reference to the Chinese Inland Transit Pass Question we understand that the London Chamber of Commerce has obtained from the Foreign Office the information that a despatch was sent in December last to Sir Harry Parkes asking him to lay the matter before the Chinese Government, and do his best to obtain increased facilities for the transmission of foreign goods inland under the transit pass system. This despatch would only reach Sir Harry Parkes in March, since when he has journeyed twice to Korea to negotiate the Treaty of Commerce with that country. It will thus be seen that Sir Harry had not until quite lately opportunity to consider this question. Moreover, during the last few months the Chinese Government have declined to enter into negotiations with those which meet their position with France.

The Admiralty have directed the *Rambler*, 3 screw composite gun-vessel, 774 tons, 630 horse power attached to the First Division of the Medway Steam Reserve, to be commissioned on Nov. 11 by Commander the Hon. Faled C. Prendergast Verkerke, for service with the squadron under Sir William M. Dowell, K.C.B., on the China Station. The *Rambler* is almost new vessel, having only had three years' service on the South-east Coast of America Station. She is at present in the dockyard yards, undergoing a thorough overhauling and repair; but her fit is ordered to be completed by the end of this month. It is intended to employ the *Rambler*, on surveying service, in which duty commander Verkerke has already had considerable experience, having recently commanded the *Magnetic* surveying ship in the China Seas.

It is reported that the Government has decided to refuse the demand of the Chinese authorities that the fugitives from the mainland who have sought refuge in the colony of Hongkong should be surrendered under the extradition clause of the Treaty of Tientsin. This matter has engaged the attention of both Lord Granville and Lord Derby for some months past, and the result has been the despatch of the following letter to the Aborigines Protection Society:

Downing-street, 25th October, 1883.—Sir.—With reference to the letter from this department of the 18th of February last, I am directed by the Earl of Derby to inform you that Her Majesty's Government, after careful consideration of the report received of further inquiries made in Hongkong on the case of the eleven fugitives whose extradition had been demanded by the Chinese Government, have been advised that the guilt of the prisoners had not been proved within the terms of Article 21 of the Treaty of Tientsin. The Governor of Hongkong has accordingly been instructed by telegraph to release the eleven prisoners in question. I am, &c.,
(Signed) JOHN BRAMSTON.

Various rumours have been afoot during the week that negotiations were pending between England and France regarding mediation, but no official steps have been taken in that direction. Action on its determination to send out strong reinforcements as soon as the supplies shall have been voted, the French Government has given orders for the equipment at Toulon of all the available transports, and has entered into negotiations with the large shipping companies for the use of several additional steamers. The preparations are being carried on with the utmost rapidity, and it is said that the ships will be ready to sail on Nov. 15. The Tonquin Credit Commission has held several meetings this week, and has taken the depositions of the Ministers for Foreign Affairs, War, and Marine, as also those of General Millet and Captain Fournier. The project de loi to open the credits also contains the authorisation to the Minister of War to create a Second Foreign Regiment and a fourth Foreign Battalion, for which a sum of £1,875,774 is required. A Ministerial Council will hold on the 2nd inst., when a length discussion will take place on affairs in China. The course of events makes it evident that France although desirous of terminating the imbroglio, is determined to take Fortoune, and if China will not come to terms, the occupation of Hainan will probably follow. This policy of "capture" is likely to continue, unless China capitulates, which, under the present aspect of affairs, is improbable. France will probably postpone further operations of importance until after the general elections. It is stated that the French reinforcements to be sent to the Far East will number sixteen thousand men, viz., 10,000 for Tonquin, 2,000 for Saigon, and 4,000 for Formosa.

To Let.

TO LET.

MOS. 1 and 6, RICHMOND TERRACE, Bonham Road.

The Premises lately occupied by Messrs. SAYER & CO. ("VICTORIA EXCHANGE") in Queen's Road, with Dwelling-house above and Ground-floor. To be let either in conjunction with Stores or separately. Possession from 1st November next.

Apply to

H. A. WOOLNOUGH,
Hongkong Dispensary.

Hongkong, October 11, 1884. 1731

G. O. D. O. W. N. S. T. O. L. E. T.

PEAYA KIAT AND WANCHAI ROAD.

For Particulars, apply to

SIEMESSEN & CO.

Hongkong, April 26, 1882. 767

TO LET.

MOS. 7 and 8, SEYMOUR TERRACE, Nos. 3 and 4, PEDDER'S HILL.

NO. 18, HOLLYWOOD ROAD.

NO. 55, PEAYA CENTRAL.

NO. 44, GRAHAM STREET.

Apply to

DAVID SASSOON, SONS & CO.

Hongkong, December 2, 1884. 2023

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

For Sale.

FOR SALE.

A BORROUGHS & WATTS'
SOLID MARBLE
BILLIARD TABLE,
Complete with CUE POOL, PYRAMID, &c.,
BALLS, MARKING BOARD, RESTS, EXTRA
CLOTH, &c., &c.

Just arrived per *Glenfallock*,
LANE, CRAWFORD & CO.
Hongkong, November 4, 1884. 1865

FOR SALE.

MINERVA-BRUNNEN.

A DELICIOUS NATURAL MINERAL WATER
in Cases of 96 Pints @.....\$7.00.
do. 48 Quarts @.....\$6.00.

Apply to

RUSSELL & CO.

Hongkong, November 10, 1884. 1897

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL

THEORETICAL AND POPULAR

ASPECTS,

BY ERNEST J. EITEL, PH.D., TUBING.

THIRD EDITION.

REVISED, WITH ADDITIONS.

PRICE, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884. 1938

FOR SALE.

COURSE, DISTANCE,

AND AVERAGE SPEED, TABLES,

FROM

LONDON, VIA THE SUZ CANAL,

TO INDIA, CHINA, JAPAN, &c.,

WITH VARIOUS OTHER TABLES AND NOTES,

BY W. A. GULLAND.

To be obtained at the

"CHINA MAIL" OFFICE

MESSES LANE, CRAWFORD & CO.

FALCONER & CO.

Hongkong, November 2, 1884. 1476

PUBLICATIONS BY J. DYER BALL

CANTONESE MADE EASY—A

BOOK OF SIMPLE SENTENCES IN THE CANTONESE COLOCLOGUE, WITH FREE AND LITERAL TRANSLATIONS; AND DIRECTIONS FOR RENDERING ENGLISH GRAMMATICAL FORMS INTO CHINESE AND VICE VERSA.

—Price, \$2. Interleaved Copies, \$2.50.

We most cordially recommend it—*China Review*. "Will be found to supply a want long felt by students of Cantonese."—*Daily Press*. "Mr. Ball's Notes on Classifiers and Grammar will be found very valuable."—*China Mail*.

EASY SENTENCES IN THE HAKKA Dialect with a VOCABULARY.—Price, \$1.

The Sentences given appear to be well arranged.—*China Mail*. "Contains a wide range of subjects."—*Chinese Recorder*, &c. "An extensive Vocabulary."—*Daily Press*.

REMARKS.—Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address from and same will be received at the Company's Office, until 3 p.m. on the day preceding sailing.

RETURN PASSENGERS.—Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, January 1, 1884. 14

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1884. 14

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)

CAPITAL.—TWO MILLIONS STERLING

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$10,000.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & CO.

Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 3 per cent, not premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1881. 938

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1872. 498

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to grant Policies on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 5, 1883. 885

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Mails.

Merchant Vessels in Hongkong Harbour.

Vessel's Name.

Captain.

Flag and Rig.

Tons.

Date of Arrival.

Consignee or Agent.

Destination.

Remarks.

Steamers

Agnes